

this Order in Council is inoperative), payment be authorized to be made out of the "Railway Subsidy Fund" to the Company of the sum of one hundred and eighty-four dollars and forty cents per mile of that portion of the line of the Company's Railway between Toronto and the intersection with the same railway of the Brock road, in the township of Puslinch, such sum to be payable by even half-yearly payments of ninety-two dollars and twenty cents each, on the 30th day of June and the 31st day of December, in each and every year, during the period of twenty years, computed from the first day of January, 1872, and to the full end thereof. And the Committee further advise that the said grant of aid be upon the following conditions, that is to say:—

First—On condition that the said Company shall, on or before the 1st day of December next, furnish proof to the satisfaction of the Lieutenant Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track laying) on that portion of their railway extending from Toronto to St. Thomas, via Galt and Woodstock.

Second—On condition that His Excellency in Council may, before the first day of January next, direct that payment be made to the said Company, out of the Railway Fund, at the rate of two thousand dollars per mile of the said portion of railway between Toronto and St. Thomas, via Galt and Woodstock, instead of the said annual mileage rate of one hundred and eighty-four dollars and forty cents, at the option of the Lieutenant-Governor in Council; and the Committee further advise that (subject as aforesaid) payment be authorized to be made out of the "Railway Subsidy Fund" to the Company of the like sum of one hundred and eighty-four dollars and forty cents per mile of that portion of the line of the Company's Railway between Streetsville and Alton, such sum to be payable in the like half-yearly sums of ninety-two dollars and twenty cents each, on the respective days aforesaid, during the said period of twenty years, under and subject to the like conditions as are hereinbefore expressed with reference to the said portion of the railway between Toronto and the Brock Road, including the said condition, which gives the Lieut.-Governor in Council an option of paying at the rate of two thousand dollars per mile, but excluding the condition as to proof of contract for the completion of the works between Toronto and St. Thomas, but subject to proof being furnished, to the satisfaction of the Lieut.-Governor in Council, of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying) on the said portion of railway between Streetsville and Alton; and the Committee further advise that payment be authorized in respect of any portion of the Company's railway between the said points respectively, not less than twenty miles in length, on the fulfilment of the conditions of the Act as to such portion, and with respect to the portion of railway firstly hereinbelow mentioned, on proof to the satisfaction of the Lieut.-Governor in Council of the existence of a *bona fide* and sufficient contract for the completion of the works (exclusive of track-laying) between Toronto and St. Thomas, and with respect to the portion secondly mentioned, of the like proof of a contract for the completion of the works between Streetsville and Alton.

**PUBLIC AND HIGH SCHOOL LAWS.**

Attorney-General MOWAT moved that the House go into Committee on the Bill to amend the Public and High School Laws. He explained that he intended to drop any clauses on which there was likely to be much discussion.

Several members spoke in favour of allowing the measure to stand over till next session, while some others wished it pushed on.

Attorney-General MOWAT said that at this time of the session it was impossible for him to spare time to go on with the Bill unless with the undivided consent of his friends, and therefore he would allow it to stand over.

The Bill was then withdrawn, as were also the Bills to consolidate the Public and High School Laws.

**ASSESSMENT LAWS**

On motion of Hon. Mr. PARDEE, the Bill to declare the true construction of certain

sections of the Assessment Act of 1869 was withdrawn.

**COUNCIL OF PUBLIC INSTRUCTION.**

On motion of Attorney General MOWAT, the Bill to continue the provisions of the Act passed last year, respecting the Council of Public Instruction, was put through all its stages and passed.

**NEW MUNICIPALITIES.**

On motion of Attorney-General MOWAT, Bills incorporating the municipalities of Thunder Bay and Muskoka were passed through Committee and read a third time.

**MUNICIPAL LOAN FUND.**

Attorney-General MOWAT moved the second reading of the Bill respecting the Municipal Loan Fund debts and respecting certain payments to municipalities.

Mr. SINCLAIR claimed that justice was not done to Bruce, as between that county and Huron, respecting the railway allowance.

Attorney-General MOWAT said that the townships referred to in Bruce were dealt with according to the principle of the Bill.

Mr. HAMILTON objected to the distribution policy of the measure, and did not think that under the \$2 per head allowance Prescott county received as much as it was entitled to.

Mr. GIBBONS replied to the objections raised by the member for North Bruce.

Mr. CAMERON thought that as the Bill had been amended in a way giving Eldon, Bexley, and the other northern townships on the line of the Nipissing their railway allowance, Toronto ought to have its proportion of the total mileage allowance to Cobocok.

Hon. Mr. CROOKS said that that would not be according to the principle of the Bill and there was no difficulty in the application of that principle.

Mr. BOULBEE thought the scheme was not an equitable one so far as regarded the allowance made to the older counties which had not borrowed from the Municipal Loan Fund. They received only about one dollar for every six given to the other municipalities indebted to the fund.

Attorney-General MOWAT said that the member for North York had intimated that his support of the Government could be had if his constituency got a larger grant, but the Government could not afford to give it, even if they did by it get the support of the hon. gentleman.

**CONCURRENCE,**

On the question of concurrence in the Supplementary Estimates,

Hon. Mr. CROOKS explained that by subsequent arrangement the item of \$125,000 for a fire-proof building for the Crown Lands Department could be considerably reduced. He might also mention that he had received a telegram from Mr. Blake, stating that he was not aware of the fact until it was brought up in this House that the amount of \$4,000 odd connected with the chartering of the steamer Chicora for the Government excursion party on Lake Superior in 1868 had been charged under the head of Colonization Road expenses.

Hon. Mr. PARDEE stated that the sum of \$10,000 for additional printing and stationery included an allowance to be made to Messrs. Hunter, Rose & Co., on account of that firm losing on their contract with the House in consequence of the advanced price of labour and material.

On the item of \$96,000 for building a Normal School at Ottawa.

Mr. MACDONALD moved an amendment to the effect that it was inexpedient in the present state of finances to build this School.

Mr. RYKERT could not see any necessity for establishing other Normal Schools, but if one was to be established he would support Ottawa as the site.

Mr. FRASER moved an amendment to the amendment, stating that it was desirable that Normal Schools should not be located in cities, with their exciting, distracting, and often demoralizing influences, but in small centres of population.

After a long debate the SPEAKER ruled Mr. Fraser's amendment out of order on a technical ground.

Mr. FLIZZIMMONS moved an amend-